### **Civil Aviation**

Inputs and Methods for the **2013 Transportation Energy Demand Forecast** 

Hearing Room A

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### **Aviation Model**

- Separate modules for passenger and freight jet fuel demand
- Multiple intrastate, interstate and international origins and destinations
- Separate methodology for aviation gasoline
- No military jet fuel forecast



### **Aviation Data Sources**

- Bureau of Transportation Statistics
  - 2011 data from air carriers
- Energy Information Administration
  - Annual Energy Outlook
  - Exogenous forecasts for 2012-2040
- Demographic & Economic Data



# **Key Aviation Inputs**

### Passenger

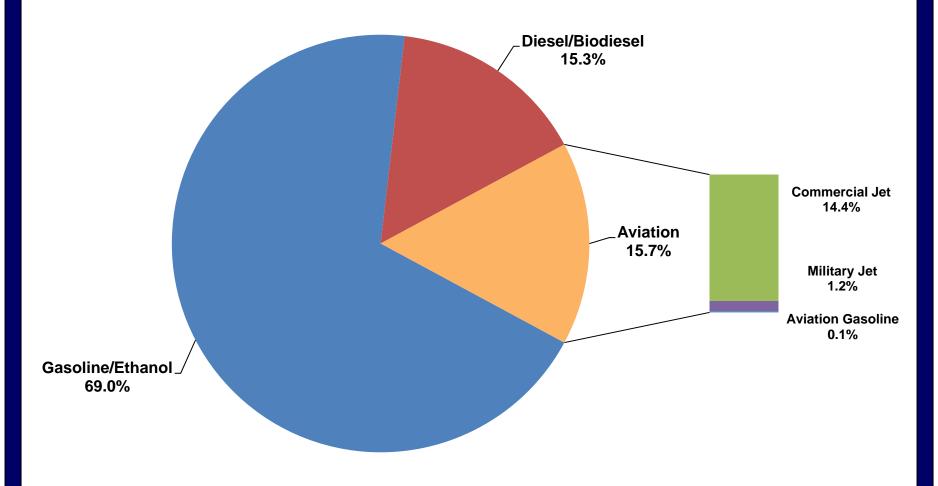
- Fleet Composition
- Aircraft Efficiency
- Ticket and Fuel Prices
- Household Income
- Load Factor

### Freight

- Fleet Composition
- Aircraft Efficiency
- Fuel Price
- Economic Activity

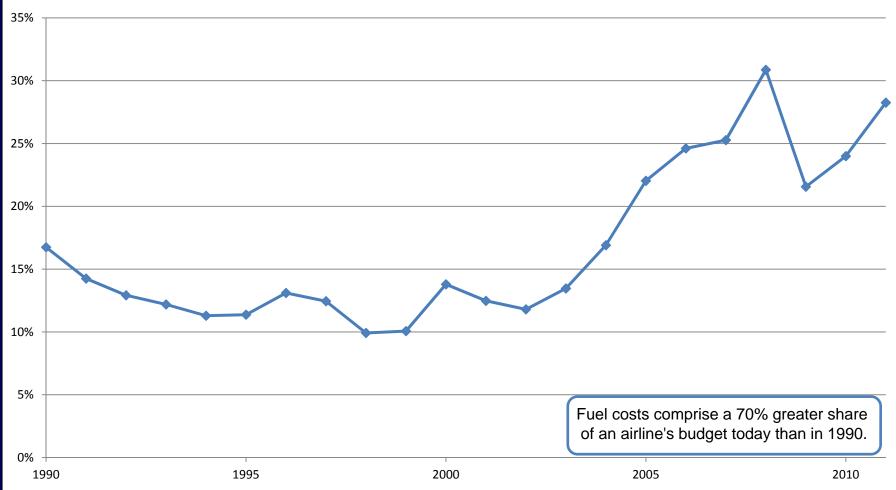


#### 2010 California Liquid Fuel Demand



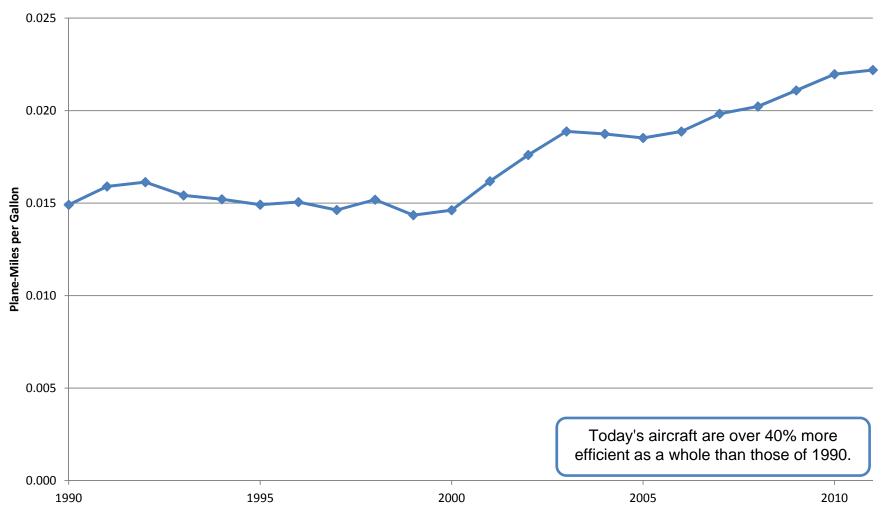


### Airline Fuel Expense As Share of Total Operating Cost





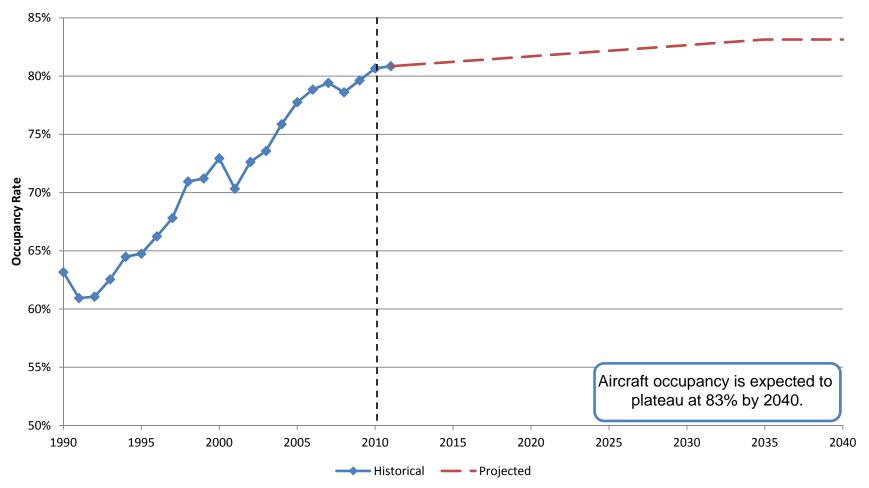






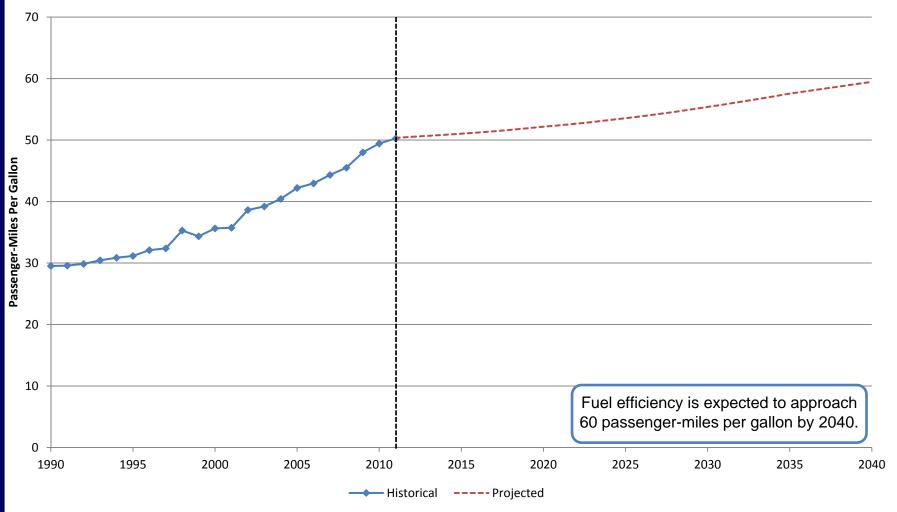
#### **Aircraft Occupancy (Load Factor)**

**Ratio of Passenger-Miles to Available Seat-Miles** 









Source: Energy Commission Analysis of Bureau of Transportation Statistics (historical) and Energy Information Administration (projected) data

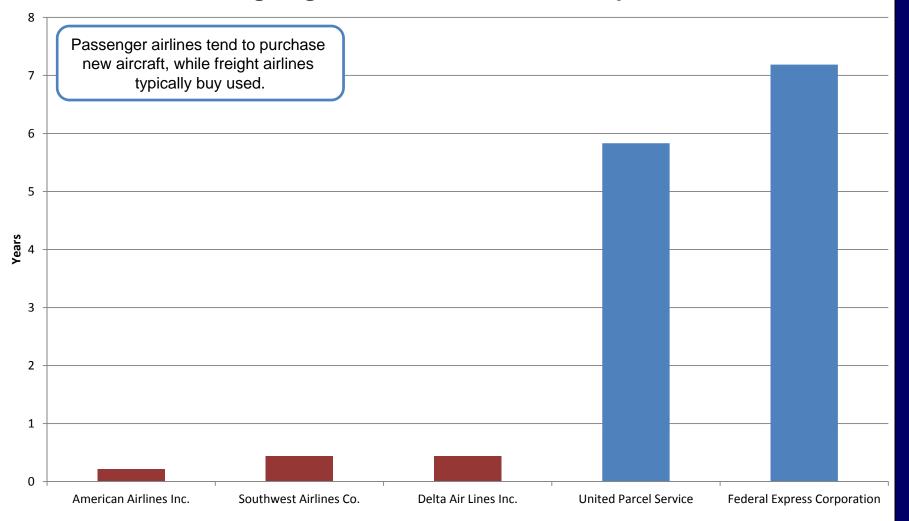


## Delta Airlines Refinery Philadelphia





#### **Average Age of Aircraft at Time of Acquisition**





#### McDonell-Douglass DC-10 Air Traffic

